

1-23. (CANCELED)

24. (CURRENTLY AMENDED) A multi-step reduction gear [[in]] transmission of a planetary construction, especially an automatic transmission for a motor vehicle, the multi-step reduction gear transmission including:

a drive shaft (1) and an output shaft (2)[[.,]] which are arranged in a housing (G),

first, second and third ~~single rod~~ planetary [[gears]] gear sets (P1, P2, P3),
at least ~~seven rotational~~ third, fourth, fifth, six and seventh shafts ([[1, 2,]] 3, 4, 5, 6, 7),

as well as at least six shifting elements (03, 04, 14, 17, 36, 56), including brakes and clutches, whose selective engagement brings about achieves different gear ratios between the drive shaft (1) and the output shaft (2)[[.,]] so that seven forward gears and one reverse gear can be realized, [[a]] drive takes place through a first the drive shaft (1)[[.,]] which is continuously connected with a sun-wheel first element of the first planetary gear[[s]] set (P1), an output takes place through a second the output shaft (2)[[.,]] which is continuously in connection with an annulus of the second planetary gear set (P2) and [[an]] one element of the third planetary gear[[s]] set (P3), [[a]] the third shaft (3) is continuously connected with an annulus of the first planetary gear[[s]] set (P1), [[a]] the fourth shaft (4) is continuously connected with a [[rod]] planet carrier of the second planetary gear[[s]] set (P2) and a further element of the third planetary gear[[s]] set (P3), [[a]] the fifth shaft (5) is continuously connected with a further element of the first planetary gear set (P1), [[a]] the sixth shaft (6) is continuously connected with a sun wheel of the second planetary gear[[s]] set (P2), [[a]] the seventh shaft (7) is continuously connected with a sun wheel of the third planetary gear[[s]] set (P3), whereby the third shaft (3) can be coupled to the housing (G) through via a first brake (03), the fourth shaft (4) can be coupled to the housing (G) through via a second brake (04), a first clutch (14) detachably connects the first shaft (1) and the fourth shaft (4) with [[each]] one another, a second clutch (17) detachably connects the first shaft (1) and the seventh shaft (7) with [[each]] one another, a third clutch (36) detachably connects the third shaft (3) and the sixth shaft (6) with [[each]] one another, and

whereby a fourth clutch (56) detachably connects the fifth shaft (5) and the sixth shaft (6) with [[each]] one another. ♦♦

25. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the drive shaft (1) is continuously connected with the sun wheel of the first planetary gear[[s]] set (P1) and the fifth shaft (5) is continuously connected with a [[rod]] planet carrier of the first planetary gear[[s]] set (P1). ♦♦

26. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the drive shaft (1) is continuously connected with a [[rod]] planet carrier of the first planetary gear[[s]] set (P1) and the fifth shaft (5) is continuously connected with the sun wheel of the first planetary gear[[s]] set (P1). ♦♦

27. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the output shaft (2) is connected with the annulus of the second planetary gear[[s]] set (P2) and an annulus of the third planetary gear[[s]] set (P3), and the fourth shaft (4) is continuously in connection with the [[rod]] planet carrier of the second planetary gear[[s]] set (P2) and a [[rod]] planet carrier of the third planetary gear[[s]] set (P3), whereby the first planetary gear[[s]] set (P1) and the third planetary gear[[s]] set (P3) are each constructed as positive planetary gear[[s]] sets and the second planetary gear[[s]] set (P2) [[are]] is a constructed as negative planetary gear[[s]] set. ♦♦

28. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 27, wherein the second planetary gear[[s]] set (P2) and the third planetary gear[[s]] set (P3) are combined as a Ravigneaux planetary gear[[s]] with a common [[rod]] planet carrier and a common annulus. ♦♦

29. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the second shaft (2) is connected with the annulus of the second planetary gear[[s]] set (P2) and a [[rod]] planet carrier of the third planetary gear[[s]] set (P3), and the fourth shaft (4) is continuously connected with the [[rod]] planet carrier of the second planetary gear[[s]] set (P2) and an annulus of the third planetary gear[[s]] set (P3), whereby the second planetary gear[[s]] set (P2) and the third planetary gear[[s]] set (P3) are each constructed as negative planetary gear[[s]] ♦♦

sets, and the first planetary gear[[s]] set [[are]] is a constructed as positive planetary gear[[s]] set.

30. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein additional the multi-step reduction gear includes a free wheel[[ings]] can be used on any suitable position.

31. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 30, wherein the free wheelings are wheel is provided between one of the drive, the output, the third, the fourth, the fifth, the sixth and the seventh shafts (1, 2, 3, 4, 5, 6, 7) and the housing (G).

32. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the drive and the output are provided on a same side of the housing.

33. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein at least one or more of an axle and a distributor differential is arranged on a drive side or an output side.

34. CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the drive shaft (1) is separable from a drive motor through by a clutch element.

35. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 34, wherein the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch[[, or]] and a centrifugal clutch.

36. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 35, wherein an external starting element can be is arranged behind downstream of the multi-step reduction gear transmission in a direction of a force of power flow through the multi-step reduction gear transmission, whereby the drive shaft (1) has a fixed connection with [[the]] a crankshaft of the motor.

37. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein starting takes place using a shifting element one of the at least six shifting elements (03, 04, 14, 17, 36, 56) of the multi-step reduction gear

transmission, whereby the drive shaft (1) is continuously connected with a crankshaft of a motor.

38. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 37, wherein one of the fourth clutch (56) [[or]] and the second brake (04) can be is used as a shifting element. ☺

39. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein a torsion vibration damper can be is arranged between a motor and the multi-step reduction gear transmission. ☺

40. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein a wear-free brake can be is arranged on each of the at least one of the first, the second, the third, the fourth, the fifth, the sixth and the seventh shafts. ☺

41. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein an auxiliary output can be is arranged on each of the at least one of the first, the second, the third, the fourth, the fifth, the sixth and the seventh shafts for driving an additional unit[[s]]. ☺

42. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 41, wherein the auxiliary output can be is arranged on one of the drive shaft (1) [[or]] and the output shaft (2). ☺

43. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein the shifting elements are constructed as one of load-shifting clutches [[or]] and brakes. ☺

44. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 43, wherein one or more of disk clutches, strap brakes and cone clutches can be are used as the shifting elements. ☺

45. (CURRENTLY AMENDED) The multi-step reduction gear transmission according to claim 24, wherein one or more of form-locking brakes and clutches are provided used as the shifting elements. ☺

46. (CURRENTLY AMENDED) The multi-step reduction gear transmission ••
according to claim 24, wherein an electrical machine ~~can be~~ is installed on each of the ••
at least one of the first, the second, the third, the fourth, the fifth, the sixth and the ••
seventh shafts as one or more of a generator and as an additional drive machine. ••